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EAST GERMANYAIRNEUBRANDENBURG Airfield: Reconstruction  
Progress and State of Occupation

50X1-HUM

Appendix: Attached at Appendix "A" is a sketch showing progress made in reconstruction of the runway/taxitrack system on NEUBRANDENBURG airfield

50X1-HUM

RUNWAY

1. Reconstruction of the runway has now been completed, except for 7 m. at the western end.
2. The new runway lies along the line of the former runway, with an extension at the western end reaching as far as the TROLLENHAGEN road, and an extension of 42 m. at the eastern end. The central section of the runway is 80 m. wide, with 392 m. at the western end and 305 m. at the eastern end only 50 m. wide. The centre section of the runway incorporates 952 x 80 m. of newly laid concrete, and approximately 570 x 80 m. of the old runway, with occasional sections of concrete renewed where necessary.
3. At the points where the width of the runway changes, shoulder fillets have been added, extending in each case 14 m. along the narrower portion of the runway.
4. The former N-S runway and eastern readiness platform have been left intact, though large portions of the latter have had to be relaid. The vacant 15 m. wide strip between the southern edge of this readiness platform and the northern edge of the runway has been partly concreted in, to an extent not yet ascertained.

TAXITRACKS

5. A southern taxi-track has been constructed largely parallel to the E-W runway, with access tracks connecting its ends to each end of the runway, and an inner access track connecting it to a point 392 m. from the western end of the runway. The lay-out and dimensions are as shown in Appendix "A".
6. The existing track to the north of the runway connecting its centre section with the eastern readiness platform has been relaid at its western end. The relaid section runs for 63 m. at right angles to the runway and then curves in three sections (21 m., 14 m., and 16 m., long, respectively) in a north easterly direction; from that point on, - i.e. 114 m. (63 + 21 + 14 + 16) from the runway, the old track remains

**SECRET**

- 2 -

50X1-HUM

7. South of the parallel taxi-track, a further taxi-track system has been built to give access between the parallel taxi-track, the main hardstanding along its south-east edge, and the hangar and administrative area. Approximate layout, with exact length measurements, is shown in Appendix "A". Foundations have been laid for further tracks giving direct access to the hangar aprons and to the domestic accommodation, as shown in the sketch.

8. All taxi-tracks described above are 14 metres wide (2 x 4 m. and 2 x 3 m.).

9. At the various taxi-track/runway junctions, fillets have been constructed, with the following dimensions:-

- (i) junction of western outer access track and runway: fillet extends 40 m. along the runway and 45 m. along the access track;
- (ii) junction of western inner access track with runway: fillet at N.E. corner, extending 14 m. along the runway, and about 10 m. along the access track;
- (iii) junction of western inner access track with parallel taxi-track: fillets give the access track a base 96 m. wide, and extend 66 m. along its sides;
- (iv) junction of northern taxi-track and runway: fillets give the taxi-track a base 63 m. wide, and extend 14 m. along its sides;
- (v) junction of eastern access track with runway: fillet extends along the runway to a point 98 m. from the runway end, and along the taxi-track to opposite a point 90 m. from the corner of the runway.

#### HARDSTANDINGS.

10. The construction of a hardstanding along the south side of the eastern end of the parallel taxi-track has been completed. The northern edge is 630 m. long, tapering at both ends to give a length along the southern edge of 486 m., while the full width is 51 m. (12 x 4 m. strips, and 1 x 3 m. strip along the southern edge). The concrete is 20 cms. thick.

11. Two hardstandings, the one identical with the other, are under construction at the southern ends of the eastern and western outer access tracks, as shown in Appendix "A". Each consists of an area 72 m. wide (12 x 6 m. long sections) by 36 m. deep (9 x 4 m. wide strips) of 20 cm. thick concrete, with the width lying along the access track; then, at the back of this, is a 50 cms. wide gap, followed by an area of the same width and 16 m. deep (4 x 4 m. wide strips) of 10 cm. thick concrete. Thus the total area of each hardstanding is 72 m. x 52.5 m. (36 + 16 + .5), including a .5 m. wide gap between the 10 cm. and 20 cm. thick sections. Where each hardstanding joins the access track there are fillets which extend 6 m. along the access track, giving each hardstanding a width at the base of 84 m. (72 + 6 + 6).

**SECRET**

- 3 -

50X1-HUM

LABOUR

12. The labour force on the site has been further reduced during the last six weeks. BAGGER und FÖRDER personnel now only number about 15 (with two bulldozers), and are quartered in the town instead of on the site. The prison labour from NEUSTRELITZ has been reduced to 30 men, and the main BAW UNION NEUBRANDENBURG labour force from 250-260 to 160.

13. Further work over the next year or two on refitting and rehabilitation of damaged surface buildings in the administrative area is to be undertaken by Kreisbaubetrieb Neubrandenburg.

STATE OF OCCUPATION

14. Up to the 12th December no aircraft have used the airfield since its reconstruction.

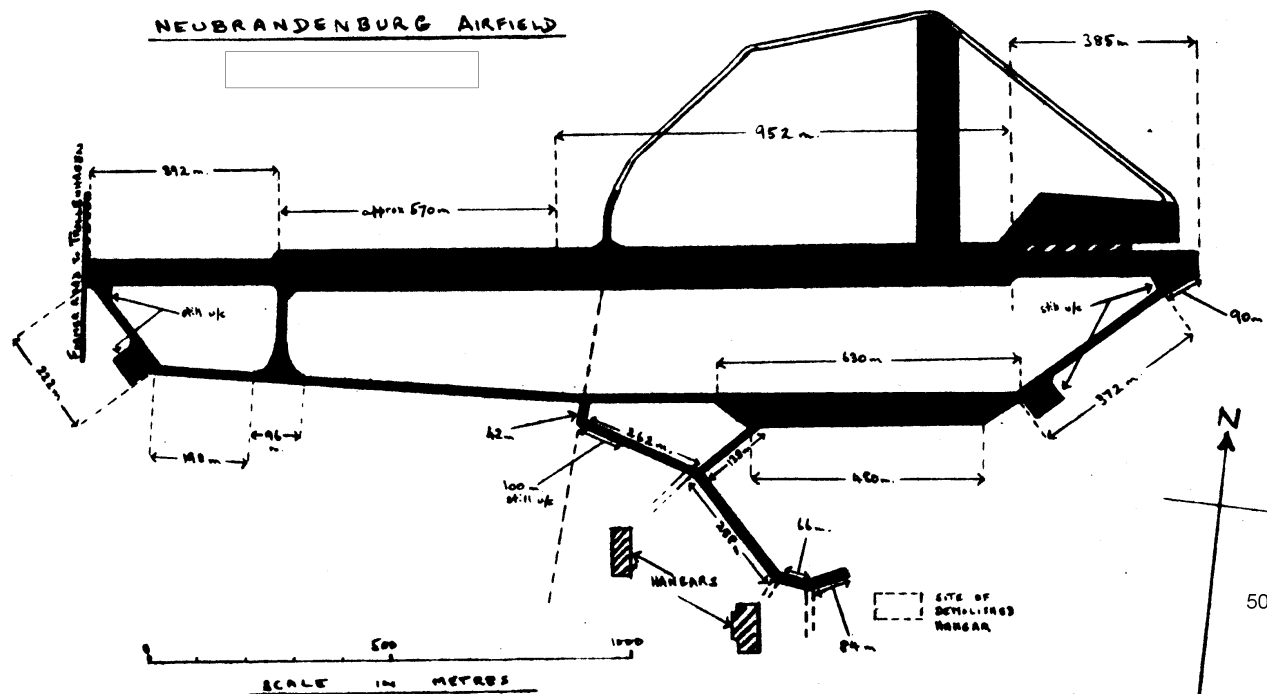
15. At approximately the end of November about 60 new E.G.A.F. personnel arrived on the airfield. They have taken over all guard duties on the airfield and have established patrols. They have also been occupied in repair work on the hangar at J.I.5 Grid Overlay Reference 0908, which they appear to be intending to use as a vehicle garage. They are accommodated in the two groups of barrack blocks at J.I.5 Grid Overlay Reference 0706 and 085063.

16. One KNIFEREST 'B', truck-mounted, and manned by E.G.A.F. personnel, is still stationed in the S.E. corner of the airfield.

50X1-HUM

APPENDIX "A"

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